Mike Scott-
· 530 afternoon - Til off in in Fleet - weather
was about to get bad.
-Did SS, did Streches to seather.
- Talked into Fleet - Tug + it could of been Ryan
or dans talked into Fleet
Toich were going - HB Pinned the head & his
Suys came out to help, secured head - dupper
down to stern to hald the barcles.
- Earnie T - Harber boat
- Executher was coming-when talking in, Started
Rain - Visability From aheelhouse - see Markon after
Caught head wire (could see) got wase
working down on FILET
- at First coupling both trunk covers the grys
-Up, raining heavy Could Not See Clen
- Radio CCMM OK during that time.
- NORMAN operation - Severe oreather w/ Rain, Thun
SterMs attound that time.
- Jaid on radio back en boat - dance came up
once er twice
got OFF watch, boar OF Berial, Shested benjay
Dane +Blace in longe, Ryan in DL, No one
Said anything at that time
Lexy Merrig.
Shiff Starter - didn't do Streches That
Morning - thines that when it happed to
Scott Exhibit No. 1
07/13/2016

Descripany-	Told crew to help with bass - Saw Ryan all bass going up will - One stung over shoulder
8	Dass going Up will - One stung over shoulder
	Cant rember whiether # Blake + Dane
	helped him up the Lili.
THE RESERVE OF THE PERSON OF T	-Pulling big bag a - -Pull videos at Mike - OFF the boat
	- Full videos at Mike - OFF the boat
1	

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-	
-	

MARINE DEPARTMENT - MARATHC.. PETROLEUM COMPANY LP

MARINE	DEPAR	I WENT - WARA	HC. PET	ROLEUN	COMPAN	IY LP			
M/V_	No	ashville					DATE: 9-	6-201	4
1 V 1/ V		M/V NASHVILI			WEAT	THER CONDIT	ION (GIVE AT	BEGINNIN	G OF DAY)
		Call Sign: WDB 9 O.N. 916834 MMSI 36698444			640	RDIW.			
MA	KE TO	W ARRANGEME	ENT] _	mpe-203	11 map-672	Impe 649		
ing Barge I Show Loa Show Emp Show Hea	Number in a ds by unde oties by Nu ders by I a at in prope	ent of the barges in to block as barges are re- rescoring (12) mber only (12) t proper end of Barge r position. Change sk	made up.		mpe-908	\ map-671	Impc 636		
TIME	MILE		ACCUR	ATE DE	SCRIPTIO	N OF OPER	RATION		DEPART
0001	196	Finistine	unhos	ok ine	MPC 6	49 D wood riv	er Gullett	OFL	
0005	196	doch a	n of	L MP	1649			- facility and the same of the	
0100	196					49 + 636	-e1:2abox4	brenz a	STrot
0130	196	active M							
0330	196	dopart s	1B 61	oads				,	
0505	190	wcp met				net C	outle # OLCI		1-77 m
0600	185	locking.	5/B Loc	k #27				(:30)	0630
1105	141	wap met, V	HE'53/16	, t	360 nel	Scó	TIDEE/ GUIL	ettor.	
1705	81	wice Met V	14F3 916 0	· K	360 met	Gulle	HOLL SCO	Hon	
2305	22	wcp met,1	145 5 19/16	· alc	360met	<u>Scall</u>	09-16-11e	How.	
	<u></u>		<u>r.</u>	0.8 - 5	55785		USED- 74	43	L
DO 17 = 11	DEL	AYS	TIME	DOC		MILEAGE R			MUEC
BOAT FUE	LING	2	TIME		SITION	MILES	STATI		MILES
STW LOCK DEL	AV / #	11-11-11-11-11-11-11-11-11-11-11-11-11-	0001	196	UMR	11	1/	53	184
LOCKING	Market Charles	124	0600	185	S/UMR				
WEATHER	_	130	1200		5/una	55			
MECHANI	5	210	1800	70	SIUMR	58	1		
TOW WOF	2000000	2:00	2100	10	JIMIC				
PRODUCT		1:00							
OTHER		1.00				184	1		
			-	TOT	AL MILES	101			

DISTRIBUTION: WHITE - Office, CANARY - Boat File

3:30

Custodian - Marine Operations Transportation - Shipment Log - Marine ACTIVE + 10 / after equipment is no longer in use

TOTAL DELAYS

(SEE ADDITIONAL SHEETS IF NEEDED)

FORM 99318 1 Rev. 9/10

MARINE	DEPART	MENT - MARAT	HCPET	ROLEUM	COMPAN	NY LP				
M/V_	Nas	shville				1	DATE: 9-5-8	1014		
1 V 1/ V	0200	V NASHVILLE			WEATHER CONDITION (GIVE AT BEGINNING OF DAY)					
		Il Sign: WDB 9884 O.N. 916834 IMSI 366984440			740	Clear.		WHE		
Indicate the ing Barge I Show Loa Show Em	e arrangeme Number in bads by under pties by Nun aders by I at pat in proper	ARRANGEME int of the barges in to lock as barges are in scoring (12) inber only (12) proper end of Barge position. Change ski	ow by writ- nade up.		map-671	mpe-903				
TIME	MILE		ACCUR	ATE DE	SCRIPTION	ON OF OPERA	ATION	DEPART		
0001	196	For wood	river do	och w/	ntys /	Map 671+ 1	1PC 903 Gul	letton		
0010	196	dock arm	CONNEC	ted on	Map 6	71				
0000	196	doch arm								
0045	196					+MPC90	3			
0500	196	wep met	VHF'S	13/16 0K	3600	et Gullet	+ OFF / Scott or	n l		
0915	196					Dock you use				
1015	186					o Dock				
1105	194	wep meb 1	1415 13/1	اد داد	360 me	L SUT.	as/Gullett or	w		
1120	196					bout 360	met			
1130	196	arrive Lto	- Fleat	Pulc	14's N	PC 649+1	71PC636 n	et		
1130	196	elizabets	brown	55. Ft	Loads 1	Map 671 +M	oc 903 to Flee	. +		
1130	196	5thy For d	OCA 5p.	ace (do	i'my Surl	ley work a o	lock) 360	- 1a15		
1246	196	arrive w	ood river	doch	W/ny	5 MPC 649	oc 903 to Flee Hock) 360 9 + 636/1250	ed		
1315	196	dock arm	CONNEC	eted a	- MPC	636				
1335	196	doch arm								
1355	196	Loading								
1705	196	wepnel 1	HES 13/16	o Ł	360 me	et Gull	ett of / SeoTI	Ton.		
2030	196	Ston Londin	o dua	to W	enlines			2125		
2300	196	wepmet	VI+F'S	3/16 0 K	360	met Sco	HOFE/ Gallob	ton		
2335	196	Finished L	oading	MPC	636					
2340	196	Firished Lo	oxding	MPC 6	49					
3345	196	dock arm	0 FZ N	1PC 636	5		- null - 14			
7										
				dus.		111 111				
			F.O.B-	565	38		USG0. 207			
	DELA	YS	-			MILEAGE RE				
BOAT FUE	ELING		TIME	-	SITION	MILES	STATE	MILES		
STW		(1)	0001	196	UMR		IL	9		
LOCK DEI			0600	196	UMR	Ø		1000		
LOCKING			1200	196	UMK	Ø,				
WEATHER		V-	1800	196	UMR	ø				
MECHANI			2400	196	Uma	ø				
TOW WOF					-					
PRODUCT		24 h								

DISTRIBUTION: WHITE - Office, CANARY - Boat File Custodian - Marine Operations
Transportation - Shipment Log - Marine
ACTIVE + 10 / after equipment is no longer in use

TOTAL DELAYS 24 hr.

OTHER

(SEE ADDITIONAL SHEETS IF NEEDED)

Ø

TOTAL MILES

FORM 99318 1 Rev. 9/10

MARINE DEPARTMENT - MARATHC PETROLEUM COMPANY LP

M/V_{\perp}	Nash	ville			DATE: 9-9-2014					
	1	M/V NASHVILLE			WEATHER CONDITION (GIVE AT BEGINNING OF DAY)					
		all Sign: WDB 9884 O.N. 916834 MMSI 366984440			74° D. Clardy					
Indicate the ing Barge I Show Loa Show Emplements Show Hear	e arrangeme. Number in bl ds by unders pties by Num aders by I at bat in proper	ARRANGEME int of the barges in too ook as barges are mo scoring (12) iber only (12) proper end of Barge position. Change sket	w by writ- ade up.		map-672	npe-908				
TIME	MILE		ACCUR	ATE DES	SCRIPTIC	N OF OPER	RATION	DEPART		
0001	196						Cullet or			
0505	196						let OFE Scotto			
0900	196	Deported Le	SC Fle	et with	2 mby	M140.672	mpe-908 360	nut		
0915	190	Spotted 2m	Lys MAY	1-672 mps	9-908 €	WoodBiver	Dock.	09:30		
1005	196	Dock ARM ON	MPC-90	8/10:	30 Dode	ARM ON	MAP-672			
1100	196	wegmet, UH	F5 13/16	osc 36	onet	Scott.	off Gullett on			
1115	196	Begin 10						p		
1330	156	shut down	hish pr	1	larm DO	kolomato O	matiage lesson	В		
1500	196	resumed.	Lordin	8/190	61d+	MPC908				
21.60	196	mpe-908 K	0005 101	ading.	0.130/	Ubcken o	64.			
2145	196	map-672 L								
2300 3300	196	wepmet,	VACS	16 OK	wep me	or got 1	Ge / Gullett	ON-		
2310	196	elizabeth depart L	JCCI.	+ L	-5 M	06714	noc 603			
2335	196	Spotted 2nt	TCPI	1717	MPC	103	17640)	2345		
2555	196	Spelled 2M	45 / 14	10611	71101			d 3 D		
	-	-		3711777			-			
	1						mental property and the second			
E E E E E E E E E E E E E E E E E E E										
-			119225		*****					
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C 10097			1000							
		F. O.B	- 56	735			sep- 289			
	DELA				r	MILEAGE R	ECORD			
BOAT FUE	ELING		TIME	POS	ITION	MILES	STATE	MILES		
STW		1000	0001	196 0	MR	5	IL	ø		
LOCK DEL	_AY / #		0600	196 V	ma	Ø				
LOCKING	TIME	145	1200	196	UMR	\$				
WEATHER			1800	194	umr	Ø				
MECHANI	CAL		2400	196	UmR	Ø				
TOW WOF	RK									
PRODUCT	Г	24:00								
OTHER				TOTA	AL MILES	Ø				

DISTRIBUTION: WHITE - Office, CANARY - Boat File Custodian - Marine Operations Transportation - Shipment Log - Marine ACTIVE + 10 falter equipment is no longer in use

24:00

TOTAL DELAYS

MARINE DEPARTMENT - MARATHC PETROLEUM COMPANY LP

M/V_	Nash	wille			DATE: 9-3-2014					
IV!/ V	N	I/V NASHVILLE	100	WE	WEATHER CONDITION (GIVE AT BEGINNING OF DAY)					
		II Sign: WDB 9884 O.N. 916834 MMSI 366984440		680	Fos		rae (m) III			
Indicate the ing Barge • Show Loa • Show Em	e arrangem Number in la ads by unde opties by Nu aders by I a pat in prope	M ARRANGEME ent of the barges in to block as barges are re recoring (12) mber only (12) t proper end of Barge r position. Change ski	ow by writ- nade up.							
TIME	MILE			ATE DESCRIP				DEPART		
0001	196	Stby For	doch s	pace woodsive	<u> </u>	(Jullett on			
0505	196	WCPMet	VHF'S	13/16 OK 3	60 not	Gull	old 060 / Scott	or		
1105	196	Wepmet	V1-1831	3/16 OK 36	O met	Scall .	DEF/Gullet	g,		
1705 2305	196	WCP Met	VAFS 7	16 ol 36	onet	Culle)	TORI Scott o	~		
21. 194										
					vy-streptic in	C	15EB-123			
	DEL	AYS			MILEA	GE REC	ORD			
BOAT FU	ELING		TIME	POSITION	MI	LES	STATE	MILES		
STW			0001	196 UMR	i ya	1.4	IL	Ø		
LOCK DE	-		0600	196 Uma		0				
LOCKING	V 7/4/15/15/15		1200	196 Ump		5				
WEATHE			1800	196 Uma				-		
MECHAN		200	2400	19c ump	9	0				
TOW WO	100000							-		
PRODUC	T	24:00	-							
OTHER				TOTAL MUE	e /	8 L				

DISTRIBUTION: WHITE - Office, CANARY - Boat File Custodian - Marine Operations Transportation - Shipment Log - Marine ACTIVE + 10 - after equipment is no longer in use

24:00

TOTAL DELAYS

(SEE ADDITIONAL SHEETS IF NEEDED)

DATE: 9-3-2014

MARINE DEPARTMENT - MARATHC PETROLEUM COMPANY LP

M/V_		NAShu:11	E		DATE: 9-2-2014					
		M/V NASHVILLE Call Sign: WDB 988			69° Rain.					
Indicate the ing Barge of Show Loa of Show Em	e arrangeme Number in b ids by under pties by Nun aders by I at pat in proper	O.N. 916834 MMSI 366984440 / ARRANGEM Int of the barges in lock as barges are scoring (12) nber only (12) proper end of Barg position. Change s	tow by writ- made up.							
TIME	MILE		ACCUR	ATE DE	SCRIPTIO	ON OF OPER	ATION	DEPART		
0001	196	SE-By t	to long	101	Dood R	iver	Gul	etton		
0505	196	WCP Med	+ VHFS	13/160K	3600	net Gull	lett off Scott	on		
0745	196	TAKing on	Fuel fx	on Cu	stom L	Good Riv	er	09:45		
		Traket H-	83503	atllo	vis - 16,	000	er Lobe 0,1-500			
		traket# 1		9			of the Product - 2 action III (1997)			
1105	196	upmet	UHF313	Mook	360	met 5	:011 065/ Bulle	How.		
1350	196	depart	L+C FA	at 1	V/n Lin	st bont				
1400	196	arrive o	AS Free O	doch @	Notional	Maintee to	- Ply hoses	1500		
1510	196	grive La	CFliet	5tby	for d	och spa	My hoses			
1705	196	wcpnet	1. HF's 13/16	on	360 Mes	+ Gullo	IT OHO/ SLOTT O	5 N		
2305	196	wep met.	VHF'S 13/16	olC	360 met	Scott	ore/Gullett	· on.		
							1119300			
	-									
***							10100			
	-						Variable .			
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						510 - 26 5	. 124-and the second			
							59(6)			
							707 707 777 107-2070			
	DEL 4	<u></u>	57	147		W EAGE DE	USED - 412			
	DELA		TIME	T 00		VILEAGE RE		1 111150		
BOAT FUE	ELING	2:06	TIME	-	SITION	MILES	STATE	MILES		
STW	A)((- Jane	0001	196	UmR	4	IL	Ø		
LOCK DEI	STORA FORM		0600	196	YMR					
LOCKING WEATHER			1200	196	ynn	- P				
		100	1800	196	UMR	8				
MECHANI	27000000	7000	2400	196	UMR	Ř				
TOW WOF		4								
PRODUCT OTHER		22:00	-			3317	8			
TOTAL DE	ELAVS	24:00	-	TOT	AL MILES	Ø		-		
TOTALDE		07.00		THE SHOP SHOW			1	4		

DISTRIBUTION: WHITE - Office, CANARY - Boat File
Custodian - Marine Operations
Transportation - Shipment Log - Marine
ACTIVE + 10 / after equipment is no longer in use

MARINE DEPARTMENT - MARATHC PETROLEUM COMPANY LP

MAKE TOW ARRANGEMENT MAKE TOW WORK MAKE TOW ARRANGEMENT MAKE TOW WORK PRODUCT JOHN MAKE TOW ARRANGEMENT MAKE TOW WORK PRODUCT JOHN MAKE TOW ARRANGEMENT MAKE TOW ARRANGAL JULIANGE TOW ARRANGEMENT MAKE TOW ARRANGAL JULIANGE TO	M/V_		Nashu: 110	c				D	ATE: 9	-1-201	4
MAKE TOW ARRANGEMENT Indicate the arrangement of the barges in tow by writing the grange permitted in the barges are made up. Show Emplies by Number only (12) Show Emplies by I alt proper position. Change sketch each limit tow changes. TIME MILE ACCURATE DESCRIPTION OF OPERATION COOL 19G SH-13, Lo Lond & Wood Risea Suitett on Cook 19G Wilett on Cook	1V1/ V		M/V NASHVILLE	-		- p					
Indicate the arrangement of the barges are made up. Show Leads by underscoring (12) Show English by Number only (10) Barge Skelch Boat in proper position. Change sketch each lime Tow changes. Skelch Boat in proper position. Change sketch each lime Tow changes. Skelch Boat in proper position. Change sketch each lime Tow changes. Skelch Boat in proper position. Change sketch each lime Tow changes. JIOS J96 Unop met VHF3 3/16 of 360 met Gon/left etc. Scott ex. JIOS J96 Unop met VHF3 3/16 of 360 met Gon/left etc. Scott ex. JIOS J96 Unop met VHF3 3/16 of 360 met Gon/left etc. Scott ex. JIOS J96 Unop met VHF3 3/16 of 360 met Gon/left etc. Scott ex. JIOS J96 Unop met VHF3 3/16 of 360 met Gon/left etc. Scott ex. JIOS J96 Unop met VHF3 3/16 of 360 met Gon/left etc. JIOS J96 Unop met VHF3 3/16 of 360 met Gon/left etc. JIOS J96 Unop met VHF3 3/16 of 360 met Gon/left etc. JIOS J96 Unop met J96 Unop met Gon/left etc. JIOS J96 Unop MILEAGE RECORD BOAT FUELING TIME POSITION MILES STATE MILES STW COOL J96 Unop B UCCK DELAY / # COCO J96 Unop B WEATHER J800 J96 Unop B MECHANICAL J900 J96 Un			O.N. 916834			718 Clary					
196 St-By to lond & Wood Rived Gullett on	Indicate the ing Barge N • Show Load • Show Emp • Show Heal • Sketch Bod	arranger dumber in ds by und bties by N ders by I at in prop	ment of the barges in to block as barges are m lerscoring (12) umber only (12) at proper end of Barge	w by writ- ade up.		W D = 11 1 11 11 11 11 11 1				1.72	1,172
196 WCP net VHF3 Mile A 360 net Gullett of Scott of State of 1705 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 1705 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 1705 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 1705 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net Scott of Gallettore 196 WCP net VHF3 Mile A 360 net 196 WCP net VHF3 Mile A 360 net VHF3 Mile A 3	TIME	MIL	E	ACCUR	ATE DES	CRIPTIC	N OF C	PERA	TION		DEPART
1705 196 WORK PRODUCT 3400 1705 176 WORK PRODUCT 3400 1705 176 WORK PRODUCT 3400 1705 1	1000			lond	@ Wo						
1705 196	0505		,	VHFS	13/16 04	2000	,				
## DELAYS BOAT FUELING BOAT FUELING TIME POSITION MILES STATE MILES STW CCD 196 Work LOCK DELAY # OSCO /96 Umile LOCKING TIME ## DOCK DELAY ## DELAY			- /								
	1	-		VHF'S	13/16 04				_ /		
DELAYS											
DELAYS											
DOAT FUELING			AVG	F:0	.B.4155		AU = 1.0	E 555	Contractor Contractor	134	
STW LOCK DELAY / # LOCKING TIME WEATHER MECHANICAL TOW WORK PRODUCT OTHER COO 1 196 UMR DOGOO /9C UMR DOGOO 196 UMR		- T	AYS	TIME	T 500					e I .	All EC
LOCK DELAY / #		LING			7,000						
LOCKING TIME		AV / #				7.00	TX-				φ
WEATHER 1800 ∫96 UMR Ø MECHANICAL 3400 ∫96 Umg Ø TOW WORK PRODUCT 3400 TOTAL MILES Ø			1000	1		- 1-200 - 1 Nove 1	1	/			
MECHANICAL 3400 196 um 8 TOW WORK PRODUCT 2400 OTHER TOTAL MILES	-		-11/2		1.		/	-			
TOW WORK PRODUCT 24°00 OTHER TOTAL MILES							10000	_			
PRODUCT 2400 OTHER TOTAL MILES 0	The section of the se		392	0400	116	UMYZ	- y				
OTHER TOTAL MILES 0			2000	and the same of th							
TOTAL MILES D		-	87.00		<u> </u>						
		LAYS	24:00		TOTA	AL MILES	Ø	f			

DISTRIBUTION: WHITE - Office, CANARY - Boat File Custodian - Marine Operations Transportation - Shipment Log - Marine ACTIVE + 10⁷ offer equipment is no longer in use

(SEE ADDITIONAL SHEETS IF NEEDED)

MARINE DEPARTMENT - MARATHC. PETROLEUM COMPANY LP

M/V_		NAShvillE					D	ATE:	8-31-6	014
IVI/ V	-	M/V NASHVILLE	,		WEATH	HER CC	NDITION	(GIVE A	T BEGINNING	OF DAY)
		Call Sign: WDB 988 O.N. 916834 MMSI 366984440	7.		72° c	lean				
Indicate the ing Barge II Show Loa Show Em	MAKE TOW ARRANGEMENT Indicate the arrangement of the barges in tow by writing Barge Number in block as barges are made up. Show Loads by underscoring (12) Show Empties by Number only (12) Show Headers by I at proper end of Barge Sketch Boat in proper position. Change sketch each time Tow changes.									
time Tow	changes.	er position. Change ske	icii eacii	Ĺ	-44	<u> </u>				
TIME	MILE		ACCURA	ATE DES	SCRIPTIO	N OF	OPERA	TION		DEPART
0001	196	56-By 6	o lond	@ h	200 Rive	212-			1/etton	
0505	196	wcp met	V HF'S	3/16 oK	360 -	ret	Gul	letto24,	Scott or	
1105	196	WCP Met	VHF's "	3/16 OK	360 %	ret	Scok	+ OFZ /	Gallott on	
1705	196	WCP met	VHF'S 13	116 ok	360 M	et	Gullo	HOH!	Scotton	
2305	194	wep met,	VHE'S BY	GOIL	360 met	<u>!</u>	Scott	086/G	ulletton.	
	-	- 	- 10							
-	-							110-110-1	No.	
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BOAT FU	ELING		TIME	-	SITION		ES	STA		MILES
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LOCKING		S	1200	190	UmR	-	<u> </u>			
WEATHE			1800	196	UMR		5			
MECHAN	-		2400	196	unn	Ķ				
TOW WO						-				
PRODUC	1	24:00	-	<u> </u>						
OTHER	E1 41/0	116.60	-	TOT	AL MILES	q)			
TOTAL D	ELAYS	24.00								

DISTRIBUTION: WHITE - Office, CANARY - Boat File Custodian - Marine Operations
Transportation - Shipment Log - Marine
ACTIVE + 10 / after equipment is no longer in use

DAILY LOG SHEET MARINE DEPARTMENT - MARATHC PETROLEUM COMPANY LP DATE: 8-30-2014 ashville MN NASHVILLE M/V WEATHER CONDITION (GIVE AT BEGINNING OF DAY) Call Sign: WDB 9884 O.N. 916834 Cloudy MMSI 366984440 MAKE TOW ARRANGEMENT Indicate the arrangement of the barges in tow by writing Barge Number in block as barges are made up. Show Loads by underscoring (12) Show Empties by Number only (12) · Show Headers by I at proper end of Barge · Sketch Boat in proper position. Change sketch each time Tow changes. ACCURATE DESCRIPTION OF OPERATION TIME MILE **DEPART** 196 St-by to Load @ wood river Gullott an 0001 360 not wap not HHPS B/K ak Gullett Ode Scotton 196 0505 wonet, VHF'S 13/16 OK Scott fe Bulletton 360 met 1105 196 wer met VIHF's 13/16 on 360 met 1705 196 Gullett Ofel Scott on 360 met WCD me6 VHY-5 13/1601c 2300 USED-135 F.O.B-41823 MILEAGE RECORD DELAYS **POSITION** MILES STATE MILES TIME **BOAT FUELING** 196 YMR STW 0001 LOCK DELAY / # 0600 196 UMK 1200 LOCKING TIME 190 UmR 1800 WEATHER 190 UMA 0

196

UMR

TOTAL MILES

2400

DISTRIBUTION: WHITE - Office, CANARY - Boat File

24:00

24:00

TOTAL DELAYS

MECHANICAL

TOW WORK **PRODUCT**

OTHER

Custodian - Marine Operations Transportation - Shipment Log - Marine ACTIVE + 10 / after equipment is no longer in use

6

MARINE DEPARTMENT - MARATHC PETROLEUM COMPANY LP

M/V_		NAShuillE					DATE: 8-8	29-2014			
141/ 4		M/V NASHVILLE			WEATHER CONDITION (GIVE AT BEGINNING OF DAY)						
		Call Sign: WD O.N. 9168 MMSI 36698	B 9884 34		73°	Cloudy.	Sol :				
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DISTRIBUTION: WHITE - Office, CANARY - Boat File

Custodian - Marine Operations Transportation - Shipment Log - Marine ACTIVE + 10 / after equipment is no longer in use

(SEE ADDITIONAL SHEETS IF NEEDED)

DATE: 8-29-2014

MARINE DEPARTMENT - MARATHC PETROLEUM COMPANY LP

M/V_		NAShuillE				1	DATE: 8.28	.2014		
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DISTRIBUTION: WHITE - Office, CANARY - Boat File Custodian - Marine Operations Transportation - Shipment Log - Marine ACTIVE + 10 / after equipment is no longer in use

FORM 99318 1 Rev. 9/10

MARINE DEPARTMENT - MARATHC PETROLEUM COMPANY LP

M/V_		Nashu: 11E					DATE: 8-27-	2014
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DISTRIBUTION: WHITE - Office, CANARY - Boat File Custodian - Marine Operations Transportation - Shipment Log - Marine ACTIVE + 10 - after equipment is no longer in use

FORM 99318 1 Rev. 9/10

Temperature:	
Wind Speed:	į
Wind Direction:	
Humidity:	
Precipitation:	1
River Condition:	
Current Speed:	i
Visibility:	
기 Vehicle Incidents & Accidents	
Roll-Over:	
Able to Drive:	1
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그 Regulatory Agency	
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Agency:	
☐ Marine Vessel Incidents & Accidents	
Grounding:	
Boat Bump/Go:	
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Collision:	1
Boat Damage:	1
Barge Damage:	
Damage to 3rd Party:	1
Damage from 3rd Party:	1
Near Miss:	1
Vessel Moored:	1
Drift Involvement:	
High Water:	6) E
Low Water:	1 1
Person Overboard / In Water:	
Good Catch:	
-J Release/Spill Information	
Material Released:	

Mike Scott Interview 4-6-15 By Isaac Perkins – HRC Concerning Ryan Ruddell

- 5:30 in the afternoon, going to tie off in the fleet, weather forecast called for rain
- Did shift starter and stretched
- Talked into the fleet, had the tug to help. Can't remember which employee it was who talked into fleet
- Harbor told where he was going, HB pinned the head of tow and his guys came out to help.
 They secured the head, dropped down to stern to hold in the barges
- · the harbor boat was the Ernie T.
- The rain increased as they were putting the boat into the fleet. When working the head of tow, could see but visibility decreased as the employees worked towards the boat.
- At the first coupling, the trunk of the barge covered guys up. Didn't have a good view of the crew members at the time. Radio communication worked OK at the time.
- It was a normal operation, had rainstorms at the time.
- Communicated to the me (Capt. Scott) that they were all back on the boat. Dane came up to the wheelhouses once or twice that watch.
- Got off watch, went down to the galley to have a bowl of cereal, smelled bengay. Dane and Blake were in the lounge; Ryan was in the deck locker. None of the crew said anything at that time.
- The Next Morning during the shift starter. Ryan didn't do his stretches. Thinks that is when he
 reported his illness and began to fill out documents.
- He told the crew to help Ryan with bags. Saw Ryan holding a bag over his shoulder.

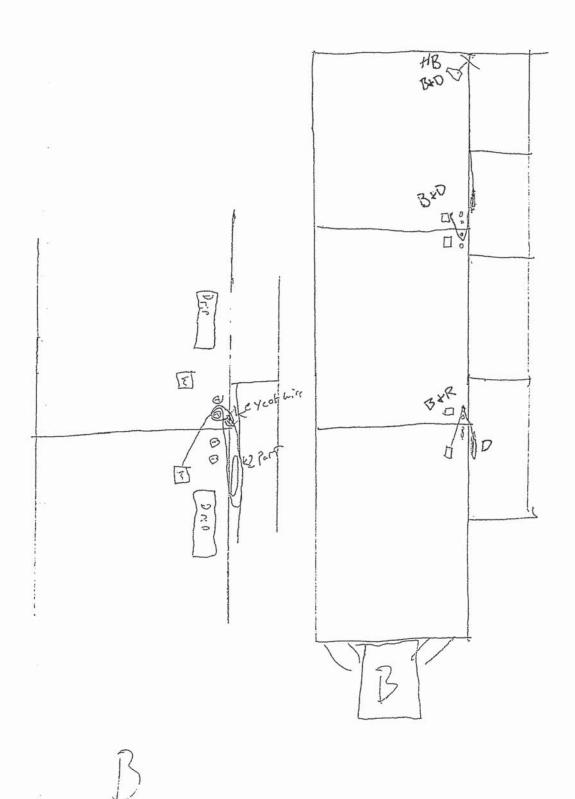
Dane Haukendahl – 2nd Mate investigation 3/1/15 Isaac Perkins – HRC

- Dane had worked with Ryan for about a year on the Nashville, every time the tow was built the same way. 6 sets of rigging at each coupling, same tow each time, utilizing rake and box barges.
- Earlier in trip: Sanding / Painting the deck-locker floor. Dane said he did most of the work, when the crew was working, they rotated every thirty minutes. Didn't have any complaints at that time.
- Dane thinks they got fuel in Louisiana <will check logs>

Timeline of events:

- Shift starter at approx. 5:30PM did stretching with Ryan and Blake; Ryan didn't complain during
 his stretches, Dane would sometimes have to ask Ryan to put effort into his stretches. They
 held a shift starter on fleeting barges in the wheelhouse. During the shift starter, Ryan had fair
 participation and didn't mention anything about his back.
- The weather started to sprinkle as they walked out to the head of the tow. The amount of rain increased while they were working. They had yellow rain suits available for their use if the deckhands wanted to use them.
- Walking out towards the head of tow, Dane asked Ryan if he was comfortable talking mike into the fleet, he stated he was and proceeded to do so.
- The Harbor boat pushed the head of tow into the fleet first then worked his way down towards
 the stern as they tied-off to the fleet. Dane said the Harbor Boat was smooth in its operation,
 did not jolt the tow when they touched up.
- Dane doesn't remember any boats passing other than the harbor boat assisting.
- At the head of tow, Dane and Blake worked the wires and the harbor boat employees worked the winch. Ryan did not do any physical work at that time. Dane and Blake laid double wire at the head
- Refer to diagram in notes for fleet and barge position. There were not barges in-front of the tow, just parallel to MPC's barges.
- Dane moved over to the fleet's spar barges, Blake and Ryan stayed on MPC barges. Dane stated our barges are painted with 'grit' non-slip material and the deck of the barges was in good shape. There were not any oily products on deck.
- Dane said the fleet remained fixed, that it did not surge at any time. The Harbor boat had stabilized the tow and had the barges pushed into the fleet.
- Most barges in our tow have the Patterson winches; Ryan was not on the winch at any time that dat. Blake was at the same coupling as Ryan, it was his first line-haul trip as deckhand. Dane saw Ryan reach down with both hands extended and handed Dane the wire on the fleet barge. The barges maybe had 6 inches difference in draft between the tow and fleet; it was a level hand-off. There was not a large gap between the barges and fleet.
- All the wires were in good shape. We replace if wires get bad. We didn't have any galvanized wires on that barge. Dane had the eye of the wire, didn't see any burs in that part of wire.

- Dane pulled the wire's slack out and harbor boat employees assisted in laying the wires to a 2 part wire.
- Walking back towards the boat, Dane asked about safety lines being needed, the Harbor Boat employees who are in-charge of the fleet said they didn't want them laid.
- Dane told Blake and Ryan to go get changed / dry. Both employees had their own room so they
 were able to get clean clothes and changed without awaking any crew-members up. Dane had
 brought dry clothes down to his locker and changed in the deck-locker. He then mopped up the
 deck-locker of excess water.
- The crew did their clean-up duties for about 45 minutes 1 hour then took a break
- With about 2 hours left in the watch, Dane, Blake and Ryan took a break and hung out in the lounge. Ryan sat down in the leather chair so with lots of force, that his feet came up from the ground.
- That is when Ryan asked about Aleve, Dane told him they may have medicine in the OTC cabinet. Dane asked if he was OK or hurt at that time, Ryan mentioned he had a muscle spasm, didn't mention where on his body. They didn't tell Captain Mike at that time. Later that evening in the Lounge, Dane smelled BenGay on Ryan and asked again if he was hurt. He said no, that he uses it all the time for his knee. Did not mention any back problem at that time. Said his knees tend to ache.
- Next morning before the shift starter (around 5:25AM) Ryan went down to smoke a cigarette,
 Dane thinks that he didn't have any because he ran up the stairs almost knocking over the deckhand Daniel Hoskins (former employee)
- Next Morning at the shift starter (topic unknown) during the stretches, Dane noticed that Ryan wasn't stretching and that he wasn't bending down. Dane waited until they went downstairs to ask Ryan if he was OK. Dane sat at the Mates desk and Ryan in the chair, asked Ryan if he was hurt. Ryan said he didn't get much sleep, -asked why Ryan told Dane his back was hurting, but didn't want to tell Captain about it yet, Dane asked if he could do his job, Ryan said hesitated and said no, that's when Dane told Blake to get Ice for Ryan and then went to report the incident to the Captain. At that time, Ryan didn't tell Dane where / when it happened.
- Dane then got Ryan to come upstairs to start working on the paperwork, followed behind him so Ryan couldn't fall backwards.
- When they got off the boat, Dane and Blake carried everything. Ryan held onto his laptop bag. Dane didn't observe any walking issues. He didn't stop walking on the ramp up to mikes. Dane thinks they used the stairwell. When he got in the cab, he did not show signs of irradiation. Dane made a comment to Blake that "it was awful easy to get in the cab with a hurt back.



Cas	e No			
(HES	Dept.	to	complete)	

NADC 9	CONTRACTOR	OCCUPATIONAL	INJURY/ILLNESS/INCIDENT	REPORT
MPLA		UCCUPATIONAL	11400111/12211200/1110122111	

This Section to be completed by	the Person involved and	returned to MPC su			
1. Name Raddell	Ryan	A	Employee	No. (if MPC) 77	19392
2. Home Address 308 Van			chy chy		477 (1
3. Date of Birth 09/10/81	Sex ∵ M	F Date Hired		ontracting Company	
4. Occupation/Job Title_Dec	Khanel		Date you be	egan this occupatio	n 5/12/00
5. Contractor Company Name_					
6. Marathon or Contractor Super		"capta: "			
7. Date of Incident 8/27/14	Time	8:45 AM	¥PM C	heck if time cannot	be determined _
8. Time you began work day of in	cident 5:30 AM	≱ PM Did i		de normal work hou	
9. Place incident occurred Firs	t lapling of LECF	lest mpe-903,			
Reported to (MPC Employee)				7:30 Time 7:30	
11. Describe what you were doing to TCOK whe CFF T	pefore the incident occurred.	Describe the activity,	as well as the tools	s, equipment, or mate	erial used. Be specif
12. Describe in detail how the inc	ident occurred (use an add	litional page if need	ed). Tack whe	OFF Timbo-lkack	Herded to be
lower Back hurt \$	Attir radio	atty out arevo	in to	Fain Down	tion of legsa
14. Object or substance causing	incident (enecity) wire				
15. Witness(es) Drof Haw Kr	•		1 1012	2	x12x/IU
16. I have answered the above quality	uestions to the best of my l	knowledge:	Signature		Date
17. Completed by (if other than th				W # 17 # 17 # 17 # 17 # 17 # 17 # 17 # 1	1
Ryan Ruddell		Deckhard	(8)	7) 622 588	8/28/14 Date
Name				- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	and the
This Section to be completed by	Supervisor or Designee	and forwarded to th	e HES Dept. with	in 3 calendar days	s of the incident.
Is there any additional information	ation about the incident?				
Check protective equipment v	worn at the time of the incir	lent and any that sh	ould have been w	orn:	
Equipment	Worn Should Hav	ve Been Worn	Equipment	Worn Sho	uld Have Been We
Safety Glasses	x		Goggles		
Face Shield	ā a		Hard Hat		1001
Safety Shoes	3		Fire Resistant (Clothina 🛪	
	3		Respirator		
Gloves	₹		Fall Protectio		
H2S Monitor	K				
Seat Belt			Other		
3. Were proper work procedures	being followed? Yes 🛣	No [] If No, expla	in		
4. What steps were taken to pre	vent a recurrence of this ty	pe of incident? Are	per Lifting be	en with knows	.
5. Completed by:	٨				
maker !	204	CAptoin		780619	8.28-14
Name Name		Title		Employee Number (if MPC) Custodian:	Component HES
Form 191 Rev. 6/09 ATTENTION: The user of this document must e	isure the current approved version of the	e document is being used.		Retention:	5 years plus current year orkers Compensation

Note: Refer to TNLHES302 (reference) – Personal Protective Equipment (PPE) for additional information about the PPE required at TT&M facilities.

Important: Only type V US Coast Guard approved personal flotation devices are to be used by Company employees.

Lifting Requirements

Minimum Lifting Requirements

Employees should have the strength, flexibility, and cardio-respiratory fitness to perform the following tasks:

- · lift at least 100 pounds from floor to knuckles level
- · lift and carry at least 80 pounds with two hands at shoulder level for a minimum distance of 100 feet on a level surface
- · lift and carry at least 65 pounds with two hands at shoulder level for a minimum distance of 200 feet on a level surface, and
- lift and carry at least 50 pounds with two hands at shoulder level for a minimum distance of 300 feet on a level surface.

Lifting Limits (m)

Under no circumstances shall any employee exceed the limits established in this document by

- · lifting, carrying, pushing, pulling, and so on, more than the specified amount, or
- · performing a task without the minimum required personnel.

Exception: In certain situations (for example inclement weather), the Boat Captain and/or Pilot may use their discretion and increase the number of required personnel to perform the tasks outlined in this document.

Safe Lifting Requirements

The table below describes safe lifting requirements for various tasks.

Task	Individuals Required	Description
35 Foot Wire	One	Carry no more than one 35-foot wire with two links. When transporting a wire, carry no additional rigging, or straps.
65 Foot Wire	Two	Two individuals are required to transport a 65-foot wire. Use one of two options: divide the wire in half and each person carry a section, or uncoil the wire and one person position the lead and one person carry the end.
Bank / Shore Line / Wire	Two or more	Two or more individuals are required to connect or release a tow with a bank / shore line / wire.
Carrying Objects (general)	One	While carrying objects on the outside of the boat/ barge, • free the inside hand, and • place the load on the outboard side of the body.
Face / Wing Wires (synthetic line or wire rope)	One or Two	 While boat is stationary, one person is to handle face/wing wires. While boat is underway, two people handle the face/wing wires.
Hose	One, Two, or Three	Use a minimum of three people to place a 6-inch cargo hose into positio using the push/pull method. Recommendations: Come alongside as close as possible to the needed position. Use hose tongs to drag the cargo hose. Use a minimum of six people if the entire hose has to be lifted and carried. One person can generally position or lift a 4-inch water stripping hose, or a 2-inch product/water stripping hose. Two people are required when moving a 2-inch steam hose. One person is required to hook up the hose.
Lock Line	Two or more	Two or more individuals are required to carry a lock line.
Miscellaneous Supplies / Groceries	One	Do not carry or lift supplies/groceries in a container or in multiple containers with gross weight in excess of 50 pounds.
Pumps	Two or more	Two or more individuals are required to move stripping pumps.
Ratchets	One	 Carry no more than one ratchet at a time. When transporting a ratchet, carry no additional rigging, or straps:
Spill Kits	Two or more	Two or more individuals are required to carry spill kits.
Straps	One	Do not carry more than two straps (with or without links) at a time.
Tools Links, or	One	 Carry equipment in a safe manner. Do not overload when carrying this type of equipment on the tow.